

Oversight of procedure design

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Legal framework - overview

■ ICAO Annex 6, Part I, 4.4.8:

*“One or more instrument approach procedures designed in accordance with the classification of instrument approach and landing operations **shall be approved and promulgated by the State in which the aerodrome is located** to serve each instrument runway or aerodrome utilized for instrument flight operations.”*

■ Regulation (EU) 139/2014, ADR.OR.B.025:

“(a) The aerodrome operator shall:

*(1) Perform and document all actions, inspections, tests, safety assessments or exercises necessary, and **shall demonstrate to the Competent Authority:***


*(iii) that the **flight procedures of the aerodrome have been approved***



■ *Regulation (EC) 216/2008:*

Annex 5a, B.1:

“the aerodrome operator shall establish arrangements with other relevant organisations to ensure continuing compliance with these essential requirements for aerodromes. These organisations include, but are not limited to, aircraft operators, air navigation service providers, ground handling service providers and other organisations whose activities or products may have an effect on aircraft safety”



■ *Regulation (EC) 73/2010*

- *lays down requirements on preserving data quality;*
- *applicable to:*
 - *ANSP*
 - *aerodromes*
 - *surveyors*
 - *procedure designers*

■ **RACR-CPPZI**

- *Requirements applicable to procedure design process, procedure designer competence, quality management system, design criteria (PANS-OPS, vol. II);*
- *Approval process:*
 - *ground validation*
 - *flight validation*

■ **PIAC – CPPZI (planned end of 2015)**

- *Clarifies the roles and responsibilities of ANSP and aerodromes concerning the origination of the procedure design process, obstacle data collection and exchange;*

Procedure design oversight issues

■ *Role of the A/D operator*

Reg. (EU) 139/2014, Subpart C, ADR.OR.C005:

*(b) The aerodrome operator **shall ensure directly** , or **coordinate thorough arrangements** as required with the accountable entities providing the following services:*

...

(2) the design and maintenance of the flight procedures, in accordance with the applicable requirements;

■ **Scenario 1 - A/D operator ensures directly the design of IFP**

Reg. (EC) 216/2008

- “ATM/ANS” includes procedure design (art.3)
- ATM/ANS providers shall comply with the essential requirements (art 8b.1)
- ATM/ANS provider shall hold a certificate (art. 8b.2)
 - currently no IR on certification of procedure designers

Reg. (EC) 1034/2011

- notification of changes to ATM functional system (art.9)
- Implementation is subject to acceptance by competent authority (art. 10.3)

Reg. (EC) 73/2010

-A/D operator shall comply with the requirements applicable to procedure designers

Practical issues

-Lack of competence;

-Lack of resources;

-A/D operator is not an ATS authority (ICAO Annex 11)

=> adequate coordination with the ATSP on:

- safety assessment

- implementation of changes

- Very difficult to be implemented by the medium and small A/D

■ **Scenario 2 - A/D operator coordinates thorough arrangements the design of IFP**

Reg. (EC) 73/2010

- *A/D operator shall V&V the results of the design*
- *Subject to formal arrangements requirements*

Reg. (EC) 1034/2011

A/D operator shall coordinate with the ATSP on

- *notification of changes to ATM functional system (art.9)*
- *acceptance of change by the competent authority (art. 10.3)*

Reg. (EC) 139/2014, ADR.OR.D.007

- *A/D operator shall comply with the requirements on management of aeronautical data and information*



Practical issues

- Lack of competence for V&V;*
- Lack of resources to ensure competence;*
- Domestic legislation on purchase*
- Lack of coordination with the ANSP*
- Higher costs than for an ANSP (order includes package of procedures)*

■ *Conclusions*

ICAO Doc. 9906, vol.I

The State shall designate an entity to provide procedure design services

ICAO Annex 11 (planned amendment for 2016)

The State shall designate an entity to provide procedure design services

Regulation 216/2008, art. 2 (d) – EASA role

“to assist Member States in fulfilling their obligations under the Chicago Convention, by providing a basis for a common interpretation and uniform implementation of its provisions, and by ensuring that its provisions are duly taken into account in this Regulation and in the rules drawn up for its implementation;”



Obstacle data

- *the role of the A/D on eTOD is limited*
- *the role of the state on eTOD shall be clarified (addressed by EASA or by each state?)*
- *the flow of obstacle data exchange (addressed by EASA or by each state?)*

Formal arrangements

- *subject to ADQ regulation;*
- *other entities could be involved in arrangements on procedure design services?*

Thank you!

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